

CITY OF HORSESHOE BAY
CITY COUNCIL SPECIAL MEETING
MINUTES

December 14, 2009

The Council of the City of Horseshoe Bay held a Special Public Meeting at City Hall, located at #1 Community Drive, Horseshoe Bay, Llano County, Texas, December 14, 2009, in accordance with duly posted notice of said meeting. Mayor Bob Lambert called the meeting to order at 3:00 p.m. with a quorum of Council Members present as follows:

Robert W. Lambert, Mayor
James E. Babcock, Mayor Pro Tem
Claudia Haydon, Councilperson
Phillip Lee, Councilperson
Jeff Robinson, Councilperson
Steve Spence, Councilperson

The posted agenda for this meeting is made a part of these minutes by attachment and the minutes are herewith recorded in the order the agenda items were considered with the agenda subject and item number shown preceding the applicable paragraph.

1. Call to Order and Establish a Quorum: Mayor Bob Lambert called the streets workshop to order at 3:00 p.m. with a quorum present.
2. Streets Workshop: City Manager Stan Farmer gave a presentation on projected improvements on Horseshoe Bay Blvd, Bay West Blvd and adjacent arterial streets.

The Council discussed the October 6, 2009 report of Integra Realty Associates. Among other matters, the report supports the conclusion that street assessments discussed for The Fairways would have been less than the estimated increase in value for all or almost all of the lots in The Fairways.

The Mayor advised the Council that he discussed the possible upgrade approach and related appraisal with Cindy Cowan, Chief Appraiser-Administration, of the Llano Central Appraisal District (LCAD). She confirmed that the LCAD appraisals are based on actual sales of comparable property and would not be influenced at all by street upgrades or the related appraisal.

After discussion regarding the streets upgrade standard, Councilperson Spence made the motion that the standard be as follows:

- Arterial streets will be 24 feet wide with 2" of hot mix asphaltic concrete (HMAC). In most cases the street will not be widened, but may be narrowed if wider than 24 feet.

- Residential Streets will be 22 feet wide with 1-1/2" of HMAC. In most cases the existing street will not be widened but may be narrowed if wider than 22 feet.
- Ribbon curbs. All streets (without existing curbs) would be reinforced with 18" ribbon curbs. Ribbon curb will replace 36" of the existing street, and the 36" are included in the 24 feet and 22 feet street widths. To the extent that there are existing curbs they would be individually evaluated regarding repair or replacement.
- Base. The top 8" of the existing streets will normally be dug up and recycled as additional base for the streets utilizing the Bomag process. This approach would result in streets that are of a brand new quality. However, every street will be specifically evaluated and possible exceptions will be discussed with the City's engineering consultant and the City Council. It is the preference of the City Council for the streets upgraded to have as long a life as practical. The Bomag process will meet that objective. The Bomag process will correct most existing base failures, but exceptions could require additional repairs. The exact base repairs will not be determined until there is a general plan to upgrade a specific street.
- Drainage. The City will improve drainage to the extent practical and economically feasible.
- Low water crossings. The City will improve low water crossings to the extent practical and economically feasible.

The motion was seconded by Councilperson Robinson. The motion passed unanimously (5-0).

Next the Council discussed Street Assessment Methodology. Alderman Spence made the motion that the Street Assessment Methodology be as follows:

- Enhancement in value. A street assessment may be no more than the benefit the property owner receives in enhanced value to the property, and a property owner may contest a proposed assessment at a public hearing. An appraiser would be engaged to provide a report regarding enhanced value resulting from the possible street upgrade.
- Front footage. The cost of an improvement will be assessed against an abutting property and apportioned among the parcels of abutting property in accordance with the front foot rule. The City Council may make exceptions if the City Council concludes that the application of the front foot rule in a particular case would result in injustice or inequality. Exceptions that the City Council has concluded are appropriate are for corner lots and for irregular shaped lots with less than average street frontage. The Council will also make an exception for multi-family projects with little street frontage.
- Corner lots. The assessment for corner lots will only be for the portion of the house that fronts on a street being upgraded. The side street will not be considered in the assessment calculation.
- Irregular shaped lots with less than average street frontage. All lots in an area being considered for upgrade will be evaluated to identify lots that should be investigated to see if they are irregular shaped lots with less than average street frontage. The criteria established for irregular shaped lots in the Fairways subdivision was those irregular shaped lots with more than 10,500 total square footage and less than 85 foot frontage. For such lots, the assessment would be the same as lots with average front footage. In the Fairways, this would have been 85 feet.

- Multi-family projects with little street frontage. The details of this exception will be determined after the evaluation of a specific situation.

The motion was seconded by Councilperson Robinson. The motion passed unanimously (5-0).

The Council then discussed the possibility of property owners requesting an upgrade to their street. Councilperson Robinson made the motion that if the Council is approached by a majority of registered voters on a street then the Council would consider an upgrade for that street to the upgrade standard. The motion was seconded by Councilperson Spence. The motion passed unanimously (5-0).

It was noted that certain key arterial streets, namely Horseshoe Bay Blvd., Bay West Blvd., and Clayton Nolen are high priorities for upgrade. The residents of those neighborhood streets branching off of these streets should be contacted to determine their interest in having their street upgraded concurrently with the other upgrade work.

Council discussed possible payment terms for the assessments as follows:

- Total assessment up front; or
- 6 equal principal payments; or
- An automatic monthly payment by bank draft for an undetermined term and interest rate

No decision was made on payment terms.

The Council discussed some sort of guarantee if the approach changes from street assessment to ad valorem. The Council seemed in favor of such an approach over a 3-5 year period. No decision was made.

The Council discussed guaranteeing a maximum street assessment per front foot for both 2010 and 2011. The Council seemed in favor of such an approach at the approximate amount determined based on The Fairways analysis. No decision was made.

The Council discussed using bonds to finance a street upgrade program. The Beacon will be asked to include some of the data discussed by the Council in an article regarding streets. No decision was made.

The Council discussed drafting a standard petition for registered voters to sign requesting the Council to consider an upgrade to their street. No decision was made.

The Council discussed the possible upgrade to Horseshoe Bay Blvd. and Bay West Blvd. Tony Plumlee with Willis Engineering reported to the Council regarding his planning of these two areas.

The Council scheduled another Streets Workshop for January 25, 2010 at 3:00 p.m.

3. Adjournment: Mayor Lambert adjourned the meeting at 5:10 p.m.

